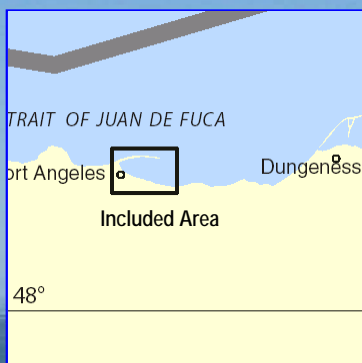


BookletChart™

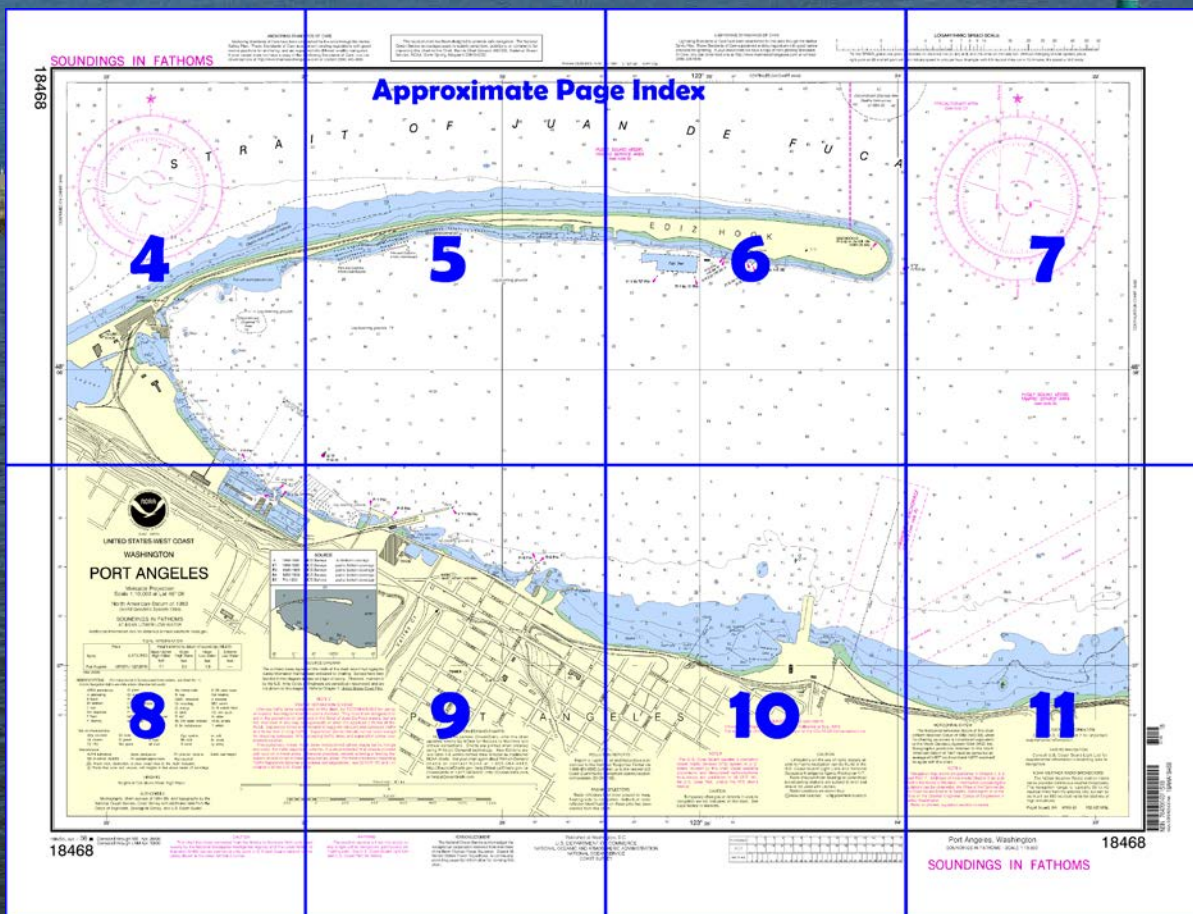
Port Angeles NOAA Chart 18468



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18468>.



(Selected Excerpts from Coast Pilot)

Port Angeles, 6.5 miles E of Freshwater Bay and 56 miles from Cape Flattery, is entered between **Ediz Hook**, a low and narrow sandspit 3 miles long, and the main shore to the S. The harbor, about 2.5 miles long, is easy of access by the largest vessels, which frequently use it when refueling, making topside repairs, waiting for orders or a tug, and when weather-bound. The harbor is protected from all except E winds, which occasionally blow during the

winter. During SE winter gales, the wind is not usually felt but some swells roll in. The depths are greatest on the N shore and decrease from 30 to 15 fathoms in the middle of the harbor; from the middle, the

depths decrease regularly to the S shore, where the 3-fathom curve in some places in the E part is nearly 0.2 mile from the beach. A rock covered 5 fathoms is at 48°07'22"N., 123°13'18"W. A shoal with a least depth of 2¼ fathoms is 330 yards NW of the NW corner of the easternmost pier on the waterfront; a buoy is 200 yards E of the shoal. Extra caution in navigating the waters inside Ediz Hook should be exercised because of the large number of submerged deadheads or sinkers in the area. Deadheads or sinkers are logs that have become adrift from rafts or booms, have become waterlogged, and float in a vertical position with one end just awash, rising and falling with the tide.

Anchorage.—Puget Sound Vessel Traffic Service requires advance notification of watch supervisor for all vessels using Port Angeles anchorage; telephone 206-217-6050. The best anchorage is off the wharves, in 7 to 12 fathoms, sticky bottom.

A **nonanchorage area** has been established in the E part of Port Angeles Harbor. (See **110.1** and **110.229**, chapter 2, for limits and regulations.) Extensive log booming grounds in the N part of the harbor extend more than 1 mile from the W shore. Care must be taken when anchoring at night to avoid the rafted logs; the booming grounds are charted.

Ediz Hook Light (48°08'25"N., 123°24'08"W.), 50 feet above the water, is shown from a skeleton tower, 0.3 mile W of the E extremity of Ediz Hook; a mariner radio activated sound signal is at the light, initiated by keying the microphone five times on VHF-FM channel 83A. A 170-foot Coast Guard VTS radar tower is about 0.1 mile WSW of the light. Shoals extend to about 75 yards E of the E extremity of Ediz Hook. A lighted buoy is about 150 yards E of the outer limits of the shoals. Coast Guard radio station **NOW** is at the air station. A shoal, with a least depth of 7 fathoms and marked by a lighted buoy, is about 3.4 miles WNW of Ediz Hook Light. An aquaculture site, marked by private lights, is off the S side of Ediz Hook about 800 yards WSW of the light.

Pilotage, Port Angeles.—Pilotage is compulsory for all vessels except those under enrollment or engaged exclusively in the coasting trade on the W coast of the continental United States (including Alaska) and/or British Columbia. Pilotage for Port Angeles is provided by the Puget Sound Pilots. They monitor VHF-FM channel 13. (See Pilotage, Strait of Juan de Fuca and Puget Sound, indexed as such, early this chapter.) The pilot station is about 0.7 mile W from Ediz Hook Light. A pier for berthage of the pilot boats is on the S side of Ediz Hook, adjacent to the pilot station.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Port Angeles is a **customs port of entry**.

Coast Guard.—Port Angeles Coast Guard Air Station/Sector Field is on Ediz Hook, about 0.3 mile W of the E extremity.

Harbor regulations.—The Port of Port Angeles Terminal Manager's office is in Port Angeles at the foot of Cedar Street.

Supplies.—Water, ice, and marine supplies are available. Groceries are nearby. Diesel oil and gasoline are available at the port boat haven. Bunkering is available by barge.

Repairs.—Port Angeles has several companies and facilities to perform major topside repairs to large oceangoing vessels; the nearest drydocking facilities are in Seattle/Tacoma or Bellingham.

Communications.—Port Angeles is served by U.S. Highway 101. It is connected by ferry to Victoria, B.C. The airport is 2.5 miles W of the city.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FATHOMS

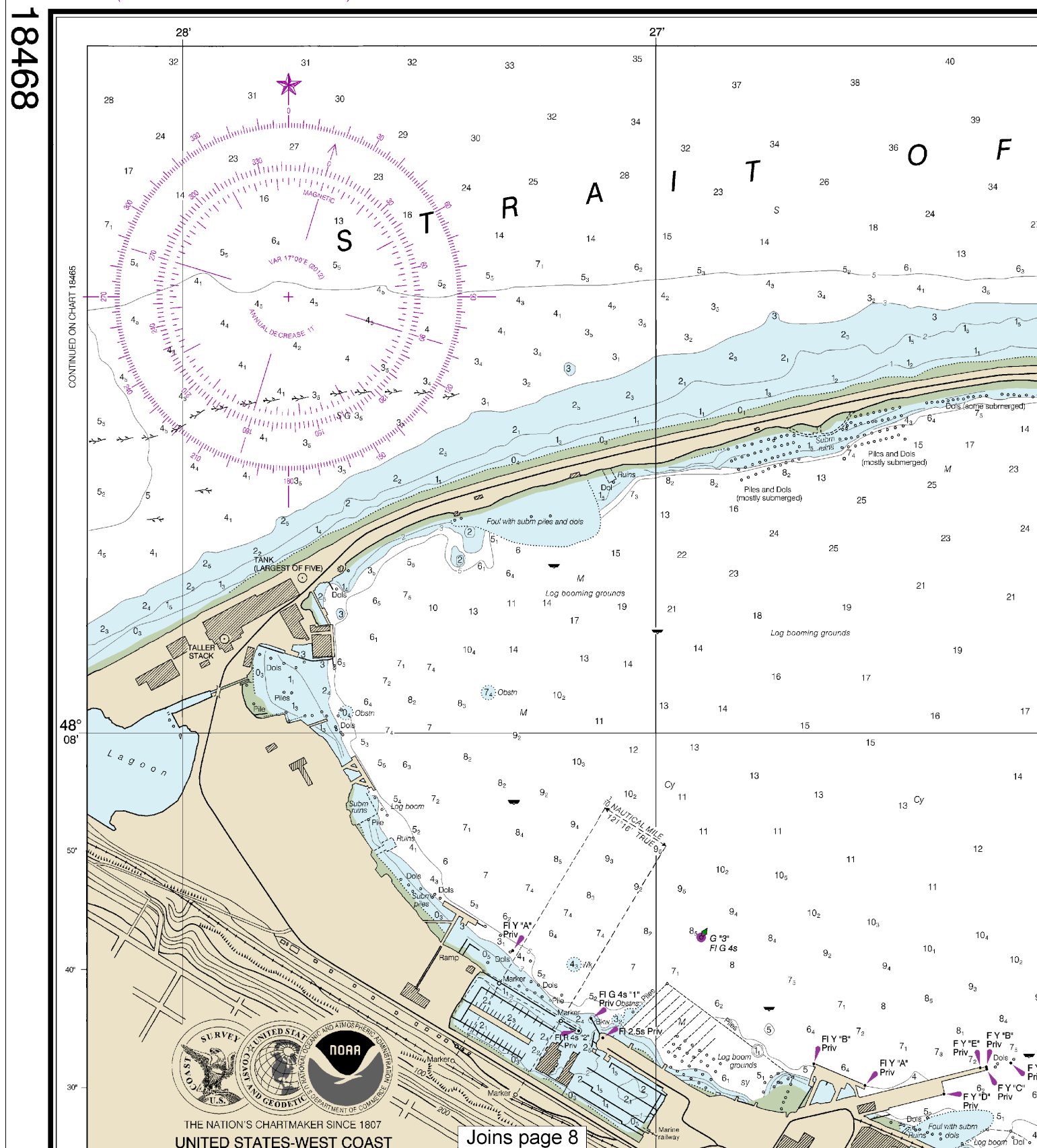
(FATHOMS AND FEET TO 11 FATHOMS)

ANCHORING STANDARDS OF CARE

Anchoring Standards of Care have been established for this area through the Harbor Safety Plan. These Standards of Care supplement existing regulations with good marine practices for anchoring, and are separated into different weather categories. If your vessel does not have a copy of the Anchoring Standards of Care, you can download one at http://pshsc.org/about/harbor_safety_plan or contact (206) 443-3830.

NOAA encourages users to submit about this chart at <http://www.nautical>

18468

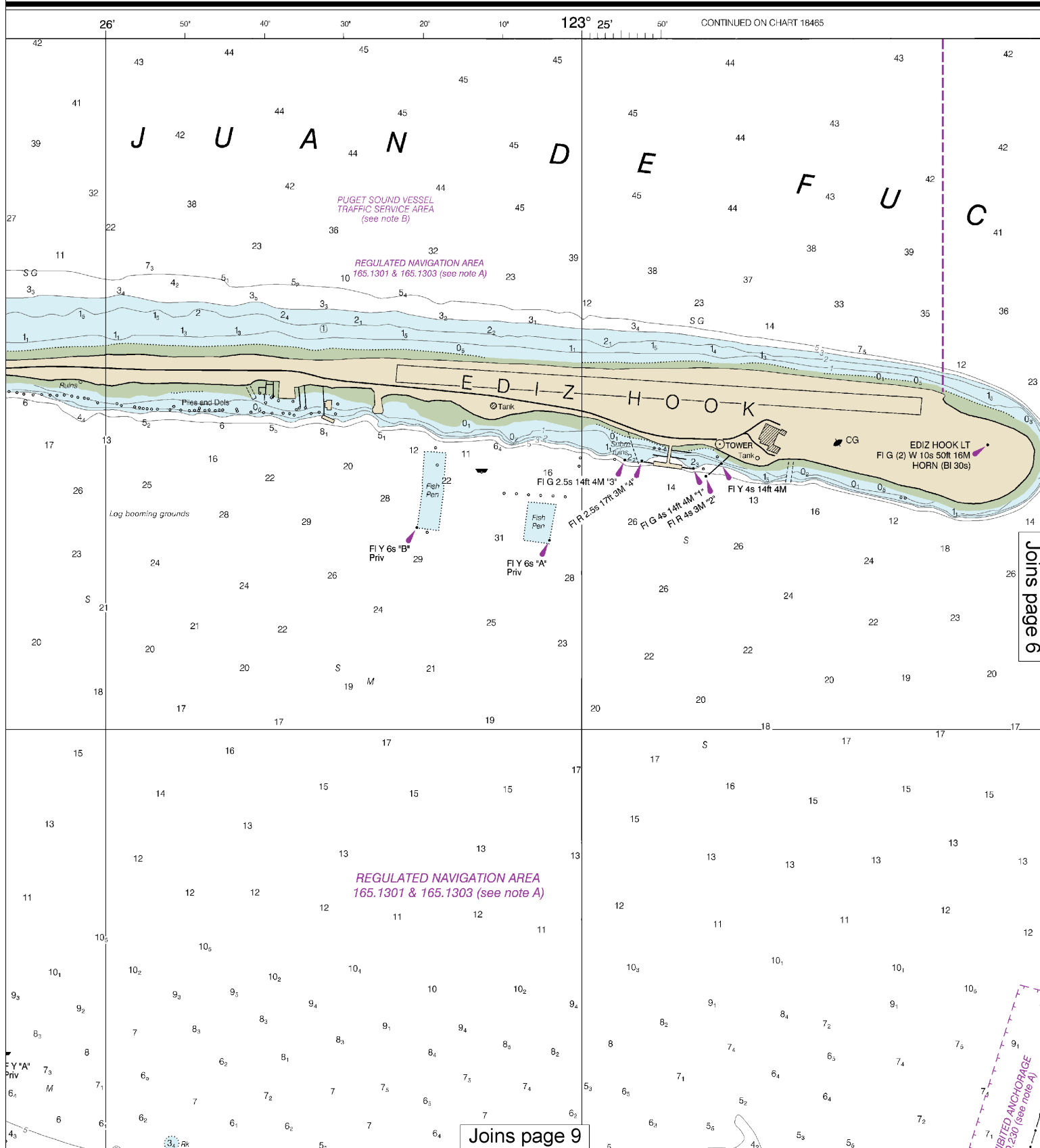


For inquiries, discrepancies or comments
<http://charts.noaa.gov/staff/contact.htm>.

Formerly C&GS 6303, 1st Ed., Jul. 1893 C-1927-281 KAPP 1726

LIGHTERING STANDARDS OF CARE

Lighting Standards of Care have been established for this area through the Harbor Safety Plan. These Standards of Care supplement existing regulations with good marine practices for lightering. If your vessel does not have a copy of the Lightering Standards of Care, you can download one at <http://pshsc.org/about/harbor/safety-plan> or contact (206) 443-3830.



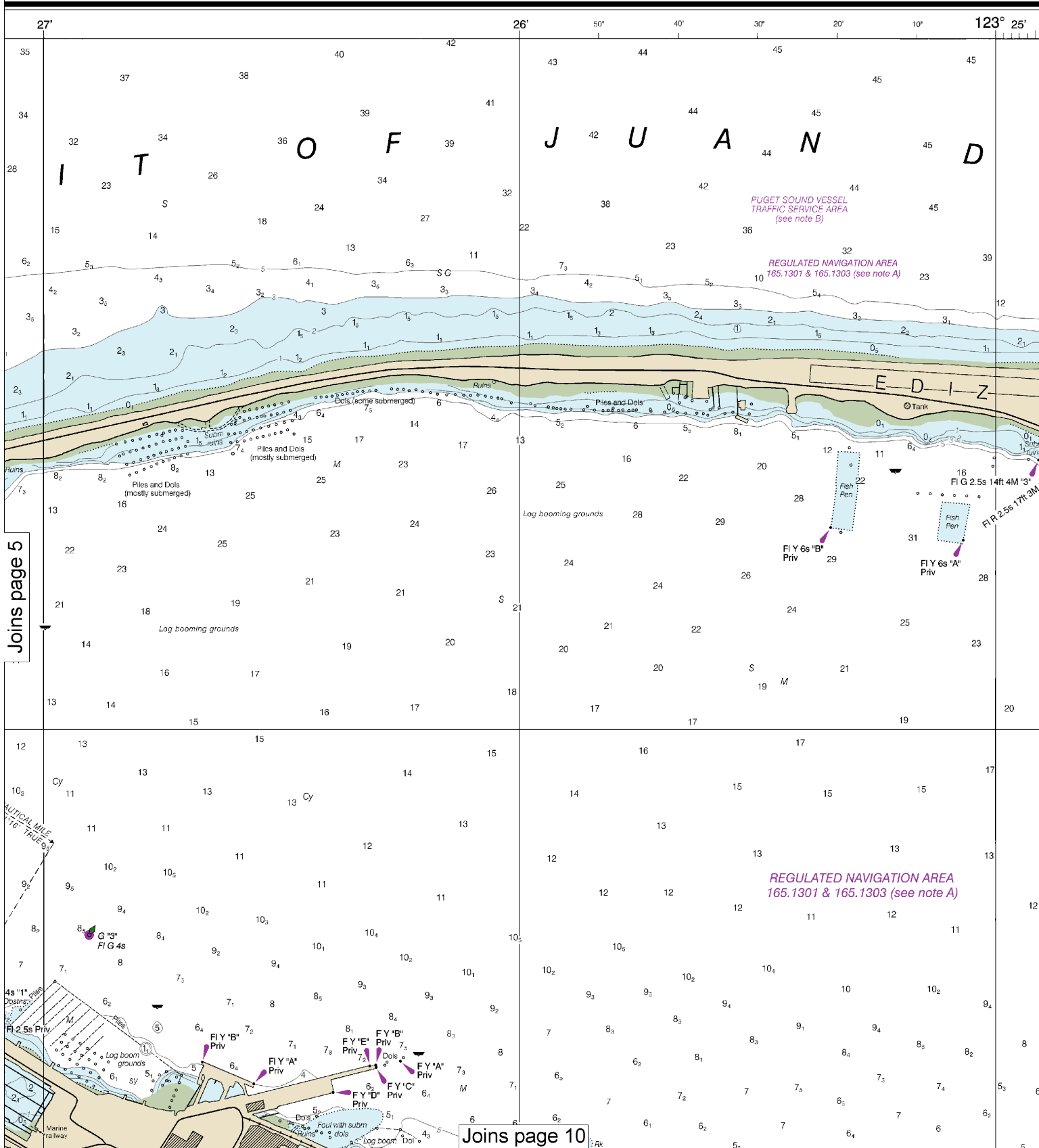
This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:13333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

3 STANDARDS OF CARE
been established for this area through the Harbor
Care supplement existing regulations with good
are separated into different weather categories.
y of the Anchoring Standards of Care, you can
out/harbor safety plan or contact (206) 443-3830.

NOAA encourages users to submit inquiries, discrepancies or comments
about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

Formerly C&GS 6303, 1st Ed., Jul. 1893 C-1927-281 KAPP 1725

Lighting Standards of
Safety Plan. These Stand
practices for lighting. If y
of Care, you can dow
contact (206) 443-3830.



Joins page 5

Joins page 10

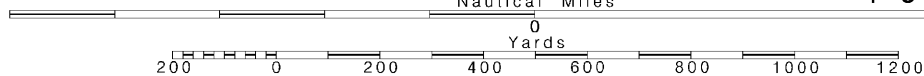
6

Note: Chart grid
lines are aligned
with true north.

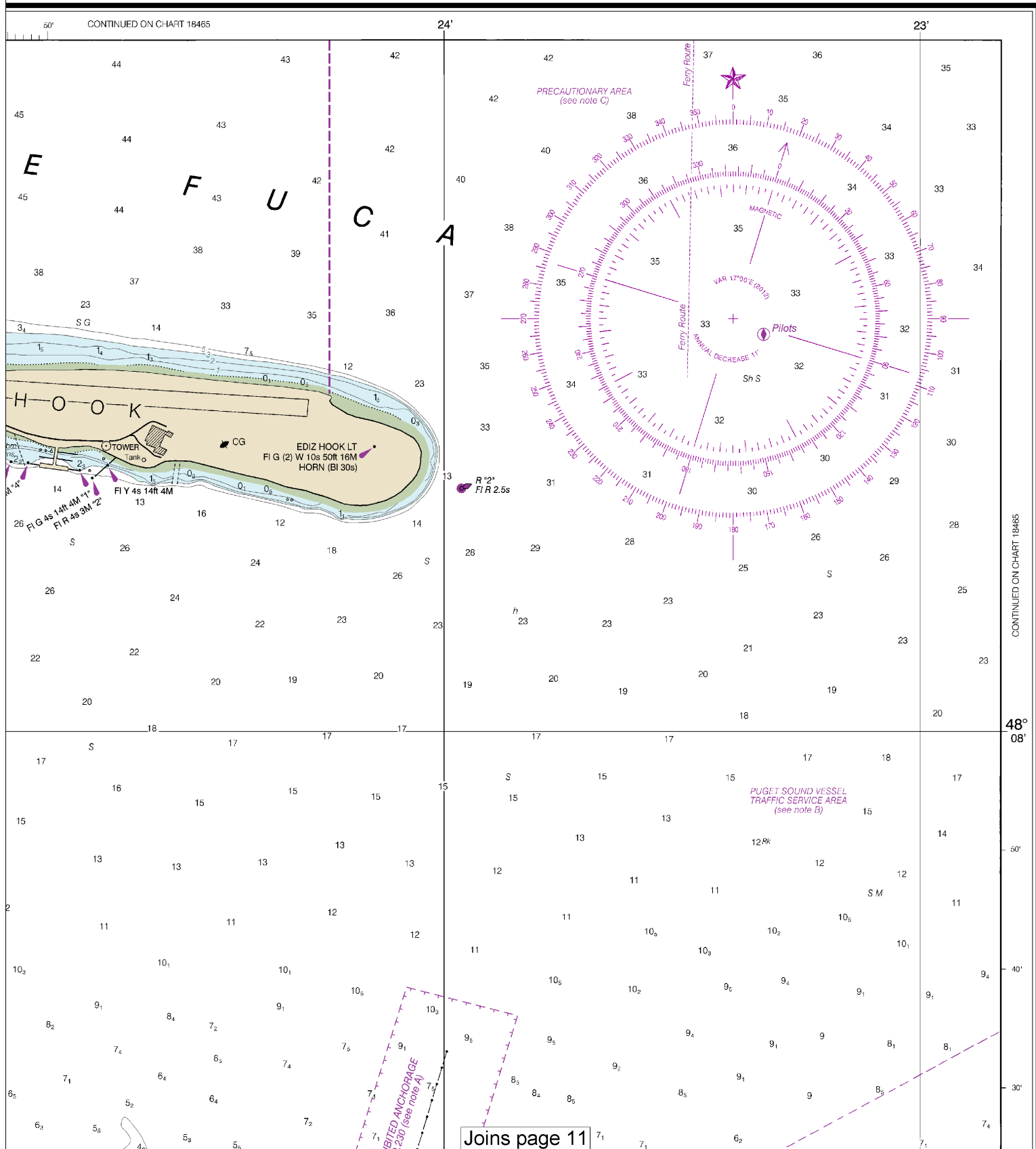
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



If Care have been established for this area through the Harbor
ards of Care supplement existing regulations with good marine
your vessel does not have a copy of the Lightering Standards
nload one at [http://pshsc.org/about/harbor safety plan](http://pshsc.org/about/harbor%20safety%20plan) or



Joins page 4

NOAA
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES WEST COAST

WASHINGTON

PORT ANGELES

Mercator Projection
Scale 1:10,000 at Lat 48° 08'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean Water	Mean Low Water
Port Angeles	(48°08' N/123°26' W)	7.1 feet	6.5 feet	1.9 feet

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Jun 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OSOC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	O' orange	St M statute miles
D/A diaphane	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Red radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bld boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

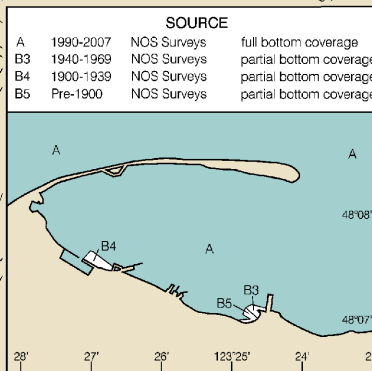
Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

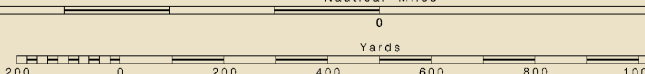
NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are **RECOMMENDED** for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the U.S. Coast Pilot.

SCALE 1:10,000
Nautical Miles



18468

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

19th Ed., Sep. 2012. Last Correction: 11/5/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

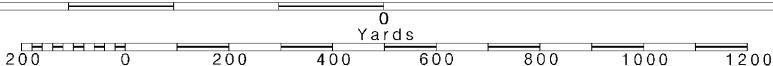
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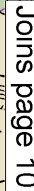
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-5802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

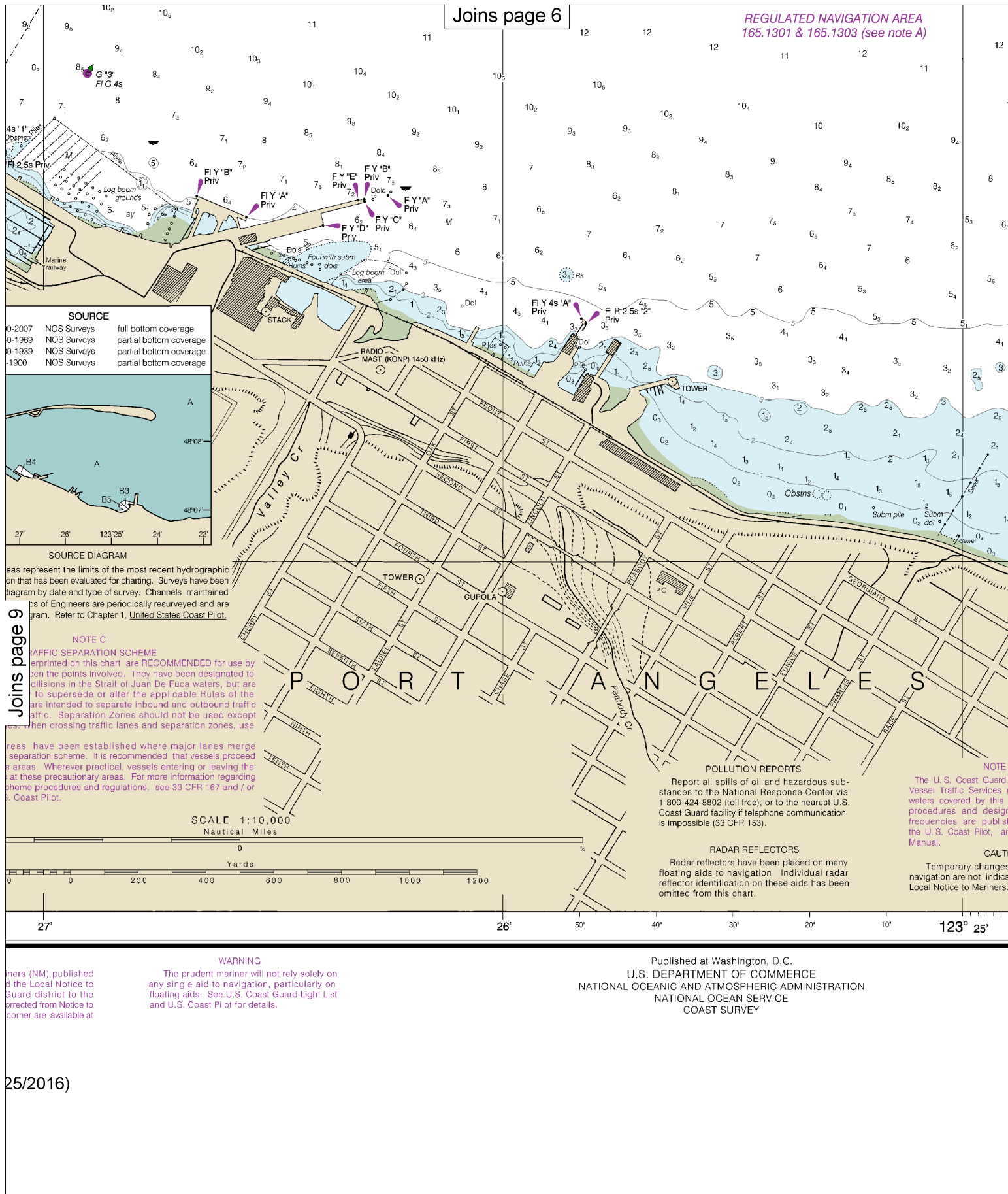
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

⊙ (Accurate location) ○ (Approximate location)

Heights in feet above Mean High Water.

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15



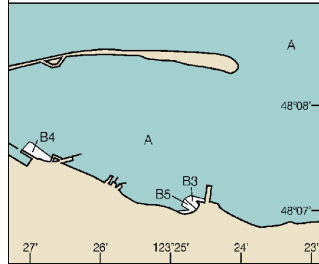
Joins page 9

Joins page 6

REGULATED NAVIGATION AREA
165.1301 & 165.1303 (see note A)

SOURCE

0-2007	NOS Surveys	full bottom coverage
0-1999	NOS Surveys	partial bottom coverage
0-1939	NOS Surveys	partial bottom coverage
1900	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

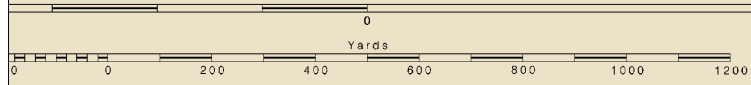
...represent the limits of the most recent hydrographic ... that has been evaluated for charting. Surveys have been ... diagram by date and type of survey. Channels maintained ... of Engineers are periodically resurveyed and are ... gram. Refer to Chapter 1, United States Coast Pilot.

NOTE C

TRAFFIC SEPARATION SCHEME
...printed on this chart are RECOMMENDED for use by ... the points involved. They have been designated to ... collisions in the Strait of Juan De Fuca waters, but are ... to supersede or alter the applicable Rules of the ... are intended to separate inbound and outbound traffic ... identified. Separation Zones should not be used except ... when crossing traffic lanes and separation zones, use ...

...areas have been established where major lanes merge ... separation scheme. It is recommended that vessels proceed ... areas. Wherever practical, vessels entering or leaving the ... at these precautionary areas. For more information regarding ... scheme procedures and regulations, see 33 CFR 167 and / or ... Coast Pilot.

SCALE 1:10,000
Nautical Miles



POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE

The U.S. Coast Guard Vessel Traffic Services waters covered by this procedures and design frequencies are published in the U.S. Coast Pilot, at Manual.

CAUTION

Temporary changes in navigation are not indicated by Local Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

...ners (NM) published ... and the Local Notice to ... Guard district to the ... directed from Notice to ... corner are available at

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

25/2016)

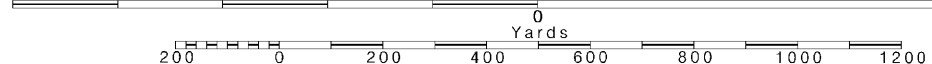
10

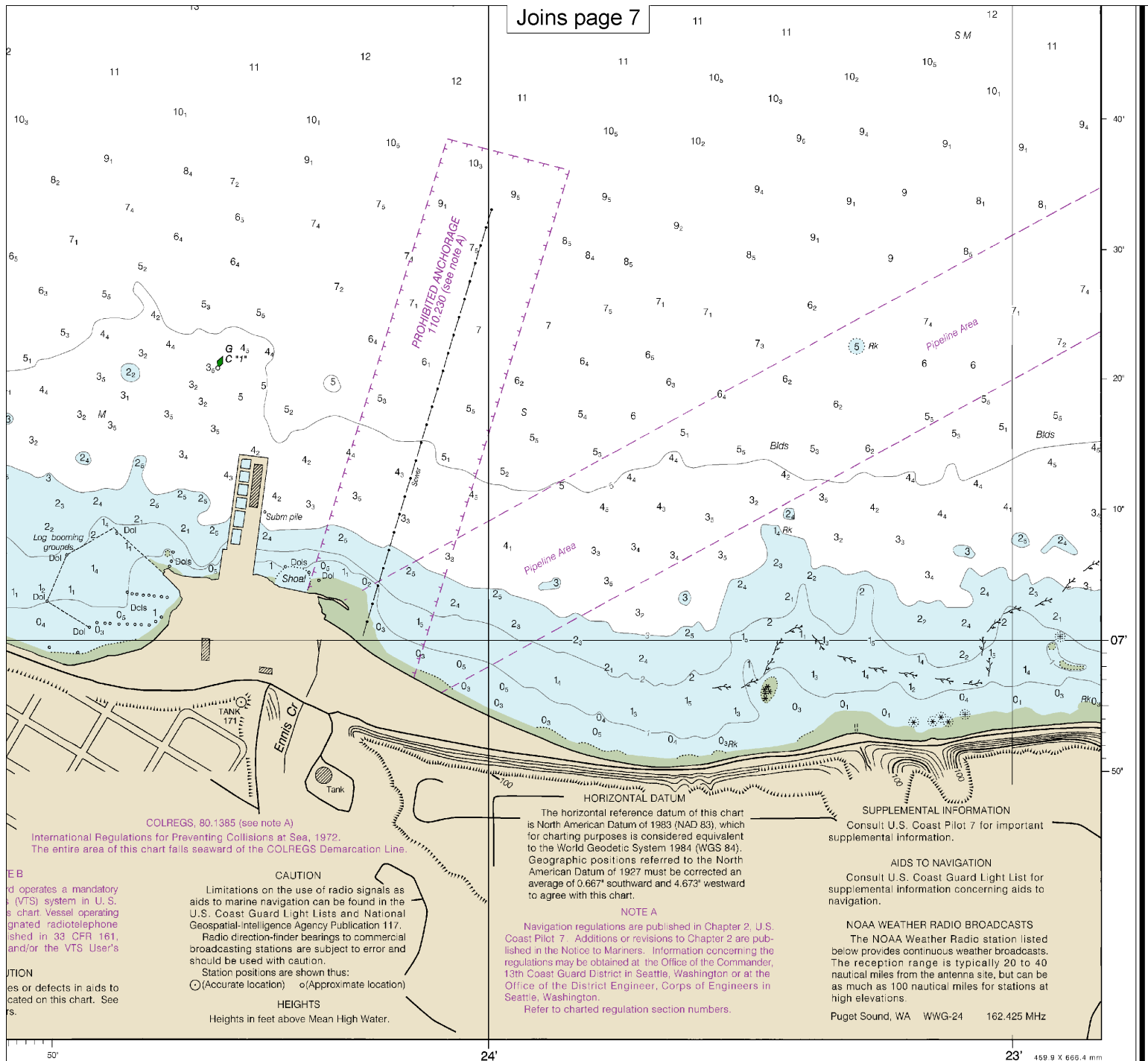
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Port Angeles, Washington
 SOUNDINGS IN FATHOMS - SCALE 1:10,000

18468

SOUNDINGS IN FATHOMS
 (FATHOMS AND FEET TO 11 FATHOMS)



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.